

Dec to Feb 2014

The

Rampant Frog



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Up Coming Events

Doddridge, Sutherland, Mortimer Memorial Run

Date: Saturday 15th March

Venue: Car Run & Lunch at Strathgordon

Meet Time: 9.00 am Granton Memorial Hall, Forest Rd, Granton

12 noon to 1.00 pm Lunch at Lake Pedder Chalet, Strathgordon

RSVP: Lisa & Damien Febey@internode.on.net 62781956

2014 Devonport Motor Show

Date: Sunday, 23rd March

Venue: Roundhouse Park, Victoria Parade, Devonport.

RSVP: Colin Fuller; vk7zcf@inet.net.au 6382 1245

(Please contact Colin for Meet time & details.)

2014 Seafest, Triabunna & 2014 France to Freycinet Festival, French Car Display

Date: Saturday & Sunday 5/ 6th April

Venue/s: To be advised

RSVP: Colin Fuller; vk7zcf@inet.net.au 6382 1245

2014 Picnic at Ross

Post Vintage Car Club Annual Invitation

Date: Sunday, 18th May, 2014

Venue: Ross Community Sports Ground (Details TBA)

RSVP: Lisa & Damien Febey@internode.on.net 62781956

2014 Bastille Day Joint Car Display with CCCT

(This year it's our turn to do this)

Date: Saturday, 12th July 2014

Venue: Parliament House lawns, Hobart

Dinner: Details TBA

RSVP: Febey@internode.on.net 62781956

Shannon's Displays link: <http://www.shannons.com.au/>

A Few Words from the President...

I hope everyone had a great Christmas and is having a good year so far. I've not been doing much on the car front except for a gearbox rebuild to fix an energizer spring and to replace all gaskets and seals so as to fix oil leaks. I'll fit this gearbox to my Renault R12 when I have rebuilt another engine and will install them both together.



I have been busy doing non-car activities such as building pallet furniture; installing a solar hot water system; and playing with home surveillance cameras.

It has been brought to my attention that there are four milestones worth celebrating in the French motoring world this year; these are: 100 years since the Parisian Taxis mostly Renault Type AG1 models were requisitioned to carry troops from Paris to the First Battle of the Marne; 50th anniversary of the launch of the Renault R8 Gordini; the 30th anniversary of the ground breaking Renault Espace and the 30th anniversary of the Alpine magazine "Mille Miles". I've just received the latest publication and have also noticed that it's the 100th edition.

As some of you already are aware the French Car Club of Tasmania has its Sporting Status again with Confederation of Australian Motor Sport. This means that members interested in competing in motor sport such as Motorkhanas, Khanacross, Regularities and Hill Climbs can now do so. Remember that you will also require the appropriate CAMS license.

The 2014 Formula One season gets underway soon with the first race being held at Albert Park in Melbourne on March 16. With the departure of Mark Weber from the Red Bull Team at the end of the 2013 season, another Aussie Daniel Ricciardo who raced for Toro Rosso in 2013 is replacing Mark to partner Sebastian Vettel who is aiming for his fifth straight championship. The driver changes are not the only things that are changing F1 this year; the engines are going from V10 3 litres to 1.6 litre turbo charged units. It will be an interesting season to see if Renault can be as dominant with the new turbo engines as it has been in the past four years with the V10.

As always drive safely and hope to see you at any one of our many events coming up through the rest of the year.

Cheers, Col.

Brickendon BBQ Saturday, 11th October 2013

It had been suggested that Brickendon is a lovely spot to drive to for a BBQ, so after some consideration, a date was set at short notice, and an invitation broadcast. A good number of club members from different parts of the State turned up with plenty of food to enjoy the day.

As you all know, Brickendon is in a very historic 'neck of the woods' being (almost) a stone's throw from Woolmers Estate. Both are in the back blocks of Longford. It's also in a wonderfully picturesque setting with amazing timber barns, the smallest, quaintest church & farm cottages replete with farm animals, ducks and chooks. Some of us undertook a walking 'trip' from Brickendon via a 40 meter swing bridge to the Woolmers estate & homestead boundary and back before tucking into a splendid BBQ with salads.

We had a good head wind on the walk to Woolmers, but it became a mighty stiff breeze on the return journey. The speed walking done by some on the return trip may have been due to rumbling tummies as it was almost a 2 hour return trip (2.8 kms each way). After good food, wine & convivial company everyone enjoyed a good look around the farm before finally departing. Some members travelled north afterwards to NAMT to make sure they didn't miss the "Vivre Le France" Display.



(Above: A force 10 gale caused a bridge traffic jam so the Addison's were rounding up a sheep).

Frogs 'n Wogs car display, 9th November 2013

On Friday 8th December weather conditions on the drive from Hobart to Launceston deteriorated with heavy rain and freezing temperatures. High winds and torrential rain continued through Friday night in Launceston. Fine weather for the display the next day was not looking at all promising.

By morning it was still raining but it *had* eased. Amazingly, luck was on our side as the day improved markedly with the sun returning mid morning and beaming from lunch time on! Evidence that perhaps prayers (do) work!

This event drew a good number of French Cars and members from our club, and the Italian Car Enthusiast Club, however, there were slightly disappointing numbers of Citroen Car Club folk. However, there as a good array of cars representing a wide range of ages and marques. A good day was enjoyed by all. The cars drew onlookers as people milled about the cars.

FCCT members Mike and Evelyn ran the BBQ with precision like teamwork, assisted once again by Wayne & Christine Stevens, themselves seasoned volunteer sausage sizzlers. The proceeds of sausage sizzle sales offset club costs for council fees, permits and insurance; phew!

An evening dinner followed the day's events and people from all clubs enjoyed dining in style at Pierre's Restaurant. Baby Cody Fuller stole the evening, happily enjoying himself, making one of (hopefully) many car club appearances.



(Above: R12, Renault Clio & Peugeot 306)



(Above: Bruce Culliford's Xantia Turbo, Garry Kerr's 2CV & Mike Barratt's Citroen DS)



(Above: Good attendance at this year's Wogs n Frogs Display, York Park.)

Christmas Lunch, Saturday 7th December 2013

The Club's Xmas Lunch this year was a great success! The Oatlands restaurant 'The Stables' located the group in a fabulous large loft room upstairs which members were able to occupy exclusively. With great flair their Christmas tree hung upside down and along with French decorations down the long table, the atmosphere was set! Members enjoyed French champagne whilst waiting for everyone to arrive. The weather was quite warm and a good number attended including newish members; Ray Stone (to whom I apologize as I've totally

forgotten his friend's name who came along too – sorry Ray). It was also good to see Anne & Randall Gray (minus Le Zebre but plus Renault Scenic) again and great that Peter & Chrissie Davson-Galle's daughter Kathleen was keen to attend; making the Christmas lunch almost family like.

The set menu included soup and a smorgasbord of beef and turkey. There was plenty for everyone followed up by meringue with strawberries and cream. Chef Jeanmarie Gainot's culinary skills excelled!

After the obligatory end of year speeches from Vice President Trevor Wise on behalf of President Col Fuller; lucky door prizes were drawn with help from Rhonda Mortimer & Secretary Lisa Febey. The winners were Kathleen Davson-Galle, Anne Gray and Rip Shield!



(Above: Another Xmas bites the dust!)



(Above: Club Sec., Lisa Febey & Kathleen Davson-Galle winner of a lucky door prize.)

STOP PRESS:

CAMS Update

On a few occasions in recent years, the committee has discussed upgrading our CAMs membership back to Sporting Status but when member Bertrand Cadart and his navigator Eric Hutchinson were participating in the Wrest Point Targa recently, it was decided to go ahead, anyway.

Sporting membership enables members to obtain a CAMs sporting permit and participate in CAMs endorsed events; sometimes by invitation from other Tasmanian sporting car clubs.

The club has had this type of membership in the past. But as there was limited use by members it wasn't renewed. However, there is renewed interest from a few of our members and to be fair to those members who are not interested in participating in sporting events access to CAMS Sporting membership will be on a user pays basis.

Club membership will have the option of sporting membership which will be an additional \$20 per annum. Based on the anticipated level of interest this should cover the \$100 increase in CAMs premiums. However, we will review the rates each year to ensure this additional cost is being met.

Damien Febey, Treasurer.



(Above: Noel Addison's Peugeot 504 burning up Bob Donaghue's paddock at a club motorkhana day held on his property at Deep Bay, Sept, 2006.)



Frogs' IN Focus

In this issue, we continue Damien Febey's article about the restoration of his Renault Dauphine and one from Peter Davson-Galle about his great Renault 750!

Reno Reno Part 2 by Damien Febey

In the previous episode I had the underside of the car stripped, cleaned and painted and all the suspension parts similarly cleaned, painted and ready to assemble. During winter I did some work on the front and rear suspension assembly in the shed.

I rebushed the upper and lower wishbones. This was a bit tricky. At my first go I bent the wishbone with my press. I came up with better mandrel arrangement and tried again with a spare wishbone. After applying immense pressure the old bush freed itself with a loud crack and then it came out easy and a new one pushed in. The rest came out the same, except the last one (as always the case). It simply would not budge so I had to drill out the rubber and then hacksaw through the metal very carefully not to damage the inner surface of the wishbone.

Once assembled, the front hubs were fitted with new wheel cylinders and wheel bearings. The brake linings were OK with plenty of thickness left in them.



This is a more pleasurable task as all the parts are nice and clean or they were new.

New wheel cylinders and brake hoses are fitted. I also regreased the axle shafts. I then fitted new gearbox mounts and new shock absorbers. The transaxle is assembled and ready to be installed on the car. You will note it has the Gregoire aerostable cushions on the cross member.



So far so good, but I am a bit worried about the positive camber. Hopefully once the engine is in it will be OK.

At last the weather is warming up and I can work on the car outside. The front coil springs are compressed with my homemade compressor that I rigged up for the job (yikes!!!). The wishbones, springs and new shockers were then installed. The steering rack is regreased and installed with new boots, tie rod ends and flexor.

After admiring my handiwork, I realize that I have installed the bolt running through the top wishbone and the suspension tower is the wrong way round and the nut clashes with the steering rack boot. Bugger! I think I have to dismantle the whole assembly and start again!

Fortunately, I have an idea. By placing a jack under the lower wishbone, it relieves the tension on the bolt and I can knock it through while everything is still in place and I am able to swap it around.

A new brake master cylinder and pedal shaft and pedals are installed which took ages as I had little room for my fat hands and tools.

The front hubs are installed and the car is finally back on all four wheels again. At last I can now move it around.



Bodywork

I have a bit of time over Christmas and tackle the next major job, stripping off all the old paint on the bodywork. This is a messy job with paint stripper, scrapers and a high pressure hose. Some time is spent helping Lisa get flecks of (possibly lead) paint out of the soil in the veggie patch.

Luckily there is no rust hiding under the paint, but there are a number of small to medium size dents that need fixing.

My panel beating and bogging efforts are progressing but I decide to stop and get some primer on it ASAP as the bare metal almost immediately starts to develop signs of surface rust.



(Above: A shiny naked car in all its glory)

So before the dreaded tin worm can take hold, on with the etch primer and primer/surfacer as fast as possible. What a long tiring day that was!!!



(Above: "Phew... that's better.")

Next steps ...

Remove all the glass and doors and complete the priming and finish fixing the remaining few minor dents ready for the top coat. Then put the engine back together and install it. Easy! Stay tuned...

My 4CV by Peter Davson-Galle

I bought my 4CV (in January 1968, in Adelaide) from its original owner by the simple expedient of placing a note under a wiper saying: 'if you would like to sell me your 750, then I will pay you more than it is worth. My phone number is'. He phoned and I bought (I still have the original handwritten receipt for it) & I have had it in various versions ever since. It is my third 4CV. One attraction was that (being first registered in 1960) it is a 3-stud wheel type. I had just become 4CV-less, a state not to be borne, so...

My first 4CV (& first car) was a bog-standard spider-wheel one that a mate knew of

well; standard except for a Dauphine Gordini motor. I'd learnt to drive on my mother's bog-standard Dauphine (on cross-plies) and my maternal grandfather had had a 760 and my father a 1955 750, so they were familiar. I wasn't keen on them until I had fun fanging the Dauphine around on dirt roads (surprisingly capable but the steering's stupidly slow). The engine on the 4CV (with its non-standard, and very loud, tailpipe and "muffler") was an attraction and I bought it. I enjoyed that 4CV. It died - my fault.

I got a spider-wheel shell from a wrecker and built another one up. Quite an experience for a beginner but a small Renault garage gave oversight and advice. The motor came across from the first one but had had its block cracked in the smack (rammed by the adjacent battery) so I scouted up a block and rebuilt the engine with the Gordini bits and new rings and bearings. I also sourced a 4 speed Gordini rear-end and refurbished it for fitment complete with its later-style transverse cross member (a bit of hacksaw work on the old tubular cross member's mounting brackets). Then some Dauphine front drums, some pure leading-arm toe-control arms (a "must" for any 750), one turn hack-sawed off the rear springs and, at the rear only (money! - I was an undergraduate), some "performance" tyres: Michelin X 135-380 ("Stop" pattern - and yes there was another pattern: the SDS; in fact there were two further ones: the Xrn and the X M&S). These were a step up from cross-plies but rather "snappy" at the limit in the wet. That 4CV was quite nice. Then it got X tyres at the front too - even nicer. But: one had to put the rear pressures up to around 40 psi (fronts around 25) before having a fang, or the soft-side-walled X would fold under and the positive-cambering wheel would dig in a rim and over one flipped. A mate borrowed it while I was on a lengthy army exercise. He had a dice around the Adelaide hills with an Izuzu Bellett GT coupe. He hadn't raised the pressures; that 4CV died - his fault (and he paid for it).

So, third time lucky? Yes.

My current 4CV was immediately modified with bits from its predecessors except for the motor. Reason? I had a buyer for it and needed the money. It also got painted with some genuine R1134 Gordini blue paint (by me, using a vacuum cleaner - it worked but was a bit, um, rough - left me with a taste for matte, not gloss, finishes though). Still, I had fun in it and it went to Melbourne with me when I left to pursue postgraduate research. Then to Sydney, Hobart, back to Melbourne, to Rockhampton and, finally and very deliberately, to Launceston as I chased yet more study and various academic positions.

This one had a smack too (not my fault) and I bought the only other (derelict) one in Rockhampton and removed the front wings, jig-sawed off the front panel and bolted and riveted it in place of my bent one. That was the last time I did any major work on cars myself. The wreck also had a rear guard that was better than the one

that got bent when a girlfriend in Adelaide whacked it into a Plane tree at the rear of Adelaide Uni (hey, these were the sixties!). So, for a while it was a mix of French Racing Blue and (wreck) dark green. I brush-painted over all this with anti-rust white paint; horrible - but still an improvement.

Mechanically, it acquired at various stages over the years: a Gordini motor again, a rear transverse leaf camber-compensator (much recommended), some R1130 R8 front discs (basically a bolt-on fit) and then a (cut and weld job) R10 front cross member and suspension, steering and discs. Wheels and tyres were a matter of continuing interest and change. Off went the X and on went (135) ZX. Then 145 XZX went on the rear. Then the XZX were moved to the front and 175/70-13 Pirelli CN36 SM tyres on 5.5x13 wheels (cut down 15s) went on the rear. That worked rather well (the CN36 was Pirelli's first steel-belted radial and it was a magic "wet" tyre after the less than wonderful XZX, ZX, X and B7 Dunlop cross-plyes; in order of increasing lethality). The Pirellis were replaced by some 185/65-13 Michelin MXF (lovely taut tyres) with XZX on the 15" front still. Then the fronts got 165/70 Michelin MXT on 4.5x14 (cut down 15") wheels; and, it got repainted in FRB again.

But: my mechanic noticed that it had cracks in the longitudinal chassis rails where the rear cross member bolts on. Not surprising really, given its decades of being banged over dirt roads (and non-roads) and torsionally twisted on bitumen ones. Solution; plate-reinforce and re-weld. However this was then a time of thought. Why not do more than this? Let's do a major conversion. Hey, it might take a year or two, but...

That was 1999. It was finally finished - although it has been on the road sans-Webers for a year before that. A longer process than anticipated then - but it was quite involved. The modifications were sufficiently radical to require formal submission of a proposal to the state registration authorities and then, once that proposal had been given "in principle" approval, the modifications had to be signed off by one of the 4 or 5 engineers around the state that the Department commissions for such "weirdo" certification work. I don't know about other states but in Tasmania that whole process was a hassle-free exercise in sanity and reasonableness. I wrote a small essay on what I was intending to do and included a bit of Renault history outlining how the vehicle would be comparable to things that Renault had itself done with Gordinis and Alpines and submitted that essay along with the form. A few phone conversations with the relevant bureaucrat ensued and, although favourably disposed, he recommended that I seek early involvement of the engineer who would have to finally approve the work. I took the proposal away to that engineer and we discussed the plan. Excellent rational discussions, with some minor changes made in line with his suggestions and some suggestions of his rejected for reasons I advanced. Most of the work would be done by my normal Renault mechanic but some of the trickier stuff I hired the engineer to do himself.

The modifications took so long that I had to re-apply under some new regulations but that was painless and it is now avec compliance plate attached to the "firewall". So, what is its current form? Rather changed from how it was when first I owned it almost 45 years ago and absolutely "sorted" and delicious. I would have "killed" to have had it in this form back then but, quite possibly; it might have killed a younger, sillier driver. Basically, all that remains of the original is the body shell.

I'll group the changes under headings.

Body:

- stripped, sandblasted, etch-primed and painted FRB (surprise!) with two white (tape) stripes in line with the driver;
- lots of rust removal, new metal, reinforcements, and so on - and litres of fish oil (yes, I know, sharks are endangered but so are 4CVs);
- R10 front cross-member was already welded in and rear was now bolted in and a new (R10) floorpan cross-member welded in to receive the front of the semi-trailing rear toe-control arms;
- front modified to suit front radiator (inlet slots, fan shroud/tunnel to an exhaust slot beneath vehicle);
- rear X cross bracing bars above rear axle (engineer);
- engineer-fabricated, CAMS-specification, single person half-cage cum roll-hoop (rear seat sacrificed); and
- flared (metal) front and rear guards (engineer).

Engine and transmission:

Standard R5 Alpine (1397, hemi) engine except for:

- fabricated mounting arrangements (block drilled for screws to replace ground off mount points!);
- water pump removed and (Davies-Craig) electric one plumbed in;
- electronic ignition conversion (Hot Spark);
- tuned-length (thank you Alan Moore - whose R16TS powered 4CV is also acknowledged as the idea for my number plate) 4:2:1 stainless steel and ceramic-coated extractors - which I decided to have circumnavigate the engine to get pipe length;
- fabricated inlet manifolds to my design (no it wasn't straightforward) and twin 40 DCOEs fed through a K&N panel filter from a cold-air box drawing from the area by the slot in front of the right wheel;
- it gives 65kw (around 87bhp) at the wheels so, assuming the near-30% loss that these set-ups seem to have, that would equate to around 120bhp at the flywheel; and

- standard late-type R10 transaxle (out to wheels).

Running Gear:

Front suspension, steering and brakes: standard R10 except for:

- to reduce the steering ratio from 3.7 to around 2.5, a Coleman Prolite 1.5:1 "steering quickener" was fitted (by the engineer - he did one in my R8 too)
- this is an in-steering-column reduction gearbox designed for American dirt oval racers and it's a great modification;
- 130 mm alloy spacers (R8 Gordini and A110 rough road rallying gear) to raise the front coils (lots of weight shifted to the front, you see);
- Koni "red" dampers; and
- 4.5 x 14 wheels (cut-down 15s and with standard offset) fitted with 165/65-14 Continental EcoContact3 tyres (very nice "wet" tyres).

Rear suspension and brakes: standard R10 (including semi-trailing toe-control arms) except for:

- one coil removed from standard rear springs (3° negative camber - good, lower C.G. - good, stiffer spring rate, thus roll stiffness - bad; overall: worth it);
- shorter droop straps (335 mm long);
- transverse leaf camber compensator spring (long used and bought originally from John Ould Motors in Melbourne - as fitted by them to their R10 GT model) - now with one extra half-length leaf;
- Koni "red" dampers;
- 5.5 x 14 wheels (cut-down 15s and with standard offset) fitted with 185/60-14 Continental EcoContact3 tyres; and
- Unlike with my R8, what I haven't done is remove the rear pressure restriction valve in the brake lines; normally one does this to limit front brake lock-up but I've shifted so much weight to the front that this isn't an issue.

Miscellaneous:

- instruments and column shroud and stalks come from an early R12 with spot-on speedo gearing given the near identical diameter of the R12's 155/80-13 and my 185/60-14 tyres; (spare is, incidentally, a 145/65-15 which also has nearly the same diameter);
- the steering wheel is a rather nice "period" small diameter 4-spoke alloy one but it's mysterious as to source;
- wipers are two-speed and arms now park flat;

- fabricated two tube front bumper (actually a wallaby bar - I live in semi-rural Tasmania) and no rear bumper;
- driver's seat is an aftermarket bucket and is fitted with a 4-point harness (much recommended) with front passenger seat from a Mini;
- re-trimming of various cabin bits (sand cum camel);
- radiator came from a Mini and is a perfect fit in the nose;
- 35 litre baffled fuel tank was fabricated (by the engineer and in 3mm steel plate!!) and fitted in the front with battery, tools, spare wheel and so on;
- a pair of Cibie Oscars (that I bought in 1970 for my MG Midget); and
- yes, the tail-lights are from a VW and moved to the guards (why not?).

Basically, this is the culmination of a 45 year pursuit of fang-worthy 4CVs and I honestly can't think of a thing that I would change (within reason - after driving my Djet, I'd love a mid-engine and proper wishbone rear suspension but ...). Were it to be a race car, then things would be different but it's a road car. It goes, stops and handles nicely. For a rear-engined Renault with a short wheelbase, it is remarkably communicative, biddable and un-snappily adjustable at the limit (current favourite pressures are 34F and 38R), even in the wet, and is happy on uneven surfaces so long as I have clearance (the camber compensator sits low, although it doesn't hurt anything if it gets a whack as it simply swivels back).

So, from now on it's a matter of further fanging and not further fiddling - it's done.







Believe it - or not!

IN FRANCE:

**Vraiment très drôle..!
je vous laisse en juger.**



This is a TRUE story reported by an English guy who was stopped and asked to give a breathalyzer test. The English guy lives near Le Bugue in the Dordogne and at the time he was stopped he was as pissed as a fart...The gendarme signaled to him to wind down the window then asked him if he had been drinking, and with a slurring speech the English guy replies; 'Yes, this morning I was at my (hic).daughter's wedding, and as I don't like church much I went to the cafe opposite and had several beers.' Then during the wedding banquet I seem to remember downing three great bottles of wine; (hic)... a corbieres, a Minervois and (hic)...a Faugeres. Then to finish off during the celebrations... and (hic) during the evening ...me and my mate downed two bottles of Johnny Walker's black label.' Getting impatient the gendarme warns him - 'Do you understand I'm a policeman and have stopped you for an alcohol test'? The Englishman with a grin on his face replies - 'Do you understand that I'm English, like my car, and that my wife is sitting in the other seat, at the wheel?'

FOR SALE or even better GIVE AWAY!

Citroen BX GT19 **Located in New Town**
Contact: Paul Johnstone: **Mobile: 0402 908 751**

SCHOOL'S OUT: ALICE COOPER'S 1964 CITROEN ID19, PASSED IN ON EBAY



By Josh Kirsh: 24 Sept, 2013:

The quirky, iconic, and utterly French Citroen DS is possibly one of the best cars ever made. How could one improve on such a great vehicle? Drop an LS1 in it and fully modernize it, of course! Up for sale on eBay is rock legend Alice Cooper's heavily modified 1964 Citroen ID19, which was a simplified base version of the DS.

At first glance, you can tell that this is no ordinary Citroen DS just by looking at the lowered stance and custom candy paint. Underneath the eye-catching exterior is a modern 400+ horsepower Chevrolet LS1 V8 crate engine and Alden coilovers with fully independent front suspension and a four-link rear suspension.

More performance goodies include an Art Morrison chassis, full custom roll cage, power steering, rear wheel drive, custom Billet Specialties 18-inch wheels, new heat/AC, and more. Virtually every area on this car has been customized, even down to the LS1 engine covers, which have been appropriately airbrushed with the Citroen name.

The interior has also been graced with a full update as well and flows really nicely. With grey leather, billet accents everywhere, exterior-colour-matched dash, new gauges, and upgraded audio system, this driving environment does not disappoint. It is actually a really simple interior. A few of our favourite features are the headliner and how it was made to fit with the existence of the roll cage, and the custom one-spoke steering wheel – very nice, subtle touches.



For the reasonable price of \$115k, you could be the next owner. Not too bad, considering there was \$300k worth of work done to transform the car. The listing states that the winner of this auction will also receive a signed guitar and get to play a round of golf with the man, himself, as well as two tickets to his “Christmas Pudding” show.

While it didn’t sell this time around, with bidding topping out at \$83,400, we’re sure we will see it on eBay again!



Source: <http://www.lsxtv.com/news/eBay-find-of-the-day-alice-coopers-epic-ls1-citroen-id19/>

Could This Odd-Looking French Invention Solve The Electric Car's Biggest Problem?

Still suffering from range anxiety? Just hitch this extra rental engine to the back of an EV and it could go on long-distance trips with no worries about recharging. (Click on links to follow interesting e-article & YouTube clip.)



Freedom. The open road. The ability to pick up and just drive. This is the promise of the automobile, and the problem with the electric version: Even when what we [actually do](#) behind the wheel is sit in traffic on our way to the office, the thought of running out of batteries kills the fantasy.

But Jean-Baptiste Segard believes he has a solution, which he has discussed with Renault and plans on pitching to BMW, Volkswagen, and Ford Europe. "I will drive from Paris to Munich," he says, "and I'll say: 'If you want to see an electric vehicle costing 15,000 euro which can drive a thousand kilometers, here it is!'"

The vehicle in this case would be a Renault Zoe, but the invention that makes a trip from Paris to Munich--a distance of roughly 500 miles--possible in a car with a range of closer to 60 miles is called the [EP Tender](#). It is, essentially, a car engine on a trailer, that provides extra electricity for long drives. Segard's plan is to rent them to electric car owners for the occasional long trip at a very low rate.

"It's not new," says John O'Dell, green car analyst at Edmunds.com. In fact, the first range-extending trailers for electric cars date back at least since the early 1990s. AC Propulsion's tzero--a precursor to the General Motors EV1 whose rise and fall is documented in the film

Who Killed The Electric Car?--was making cross-country trips with the assistance of a gas-powered trailer in the 1990s.

Like the electric car itself, these early efforts failed to take off, and today the fate of the EP Tender is clearly linked to that of the EV market as a whole. "You need more than 10 EVs in a community to make much of a business case for it," notes O'Dell. Segard himself is, if possible, less optimistic. "At the moment the market is zero," he says.

It's another version of the chicken-and-egg problem that electric cars face in general with fueling: It doesn't make sense to build a national infrastructure for recharging (or a national rental business for EP Tenders) until more people drive electric cars, but one thing that holds back the electric cars is a better infrastructure for fueling (or a convenient way to occasionally extend the range of your electric car).

"I'm hopeful that, at the end of the day, [the car companies] will say market research demonstrates we could sell more car if we allow these cars to use EP Tender," says Segard.

Segard claims his devices solve the most obvious technical problems. He patented a mechanical method that makes backing up a cinch (which you can [watch him demonstrate](#)). Electric vehicles can't typically be charged while driving, but Segard says his devices get around this issue by essentially operating in parallel to the battery, connecting between the battery and the inverter in a way that he says is compatible with all the EVs on the market. "They would fit very nicely on a Tesla Model S or a Nissan Leaf," he says.

The more immediate issue is simply getting electric car owners to install a trailer hitch. "I need to put a Tender next to the dealer that sells the first EV with a hitch," says Segard.

If it works as described, O'Dell thinks it has promise. "On a rental basis, they make sense," he says.

Source: <http://www.fastcoexist.com/3023384/could-this-odd-looking-french-invention-solve-the-electric-cars-biggest-problem>

Renault gets bonus in the mail

By Peter Wilson, TORQUE, Peugeot Car Club of Victoria (PVCC)

Three big-selling models helped a resurgent Renault to snatch Peugeot's crown to become the leading French make in Australia in 2013. However, heavy discounting meant two Italian models trumped the top Renaults in sales volumes.

In a major shakeup among the minor European players, the Fiat Abarth more than tripled new registrations to come in at No 99 in model ranking volume with 2,443 new registrations while the Alfa Romeo Giulietta finished at No 109 after a 220% rise to 1,949 units.

Top French models were the latest Renault Megane (up 6 per cent to 1,898), its traditional

sales leading Korean-built Koleos SUV (up 1 per cent to 1,639) and the suddenly popular Traffic big vans (up 160 per cent to 1,625, equal to a third of total French sales).

A big Australia Post contract to replace its Mercedes vans helped take Renault's total to a record 7,016 units and from No 23 place to No 19, according to official industry figures. It was still shy of Peugeot's record 8,807 total in 2007, back when its frugal clean diesels were being snapped up as petrol prices soared.

Volvo came in at No 22 with 5,174 units. Peugeot, despite rolling out new models, dropped from No 22 to No 23 with 4,412 units (5,071 in 2012), Fiat rose from No 29 to No 24 with 3,854, Skoda was No 25 with 3,555, Alfa Romeo rose from No 34 to No 28 with 2,373, Citroën struggled to reach No 34 with 1,180, behind the departed Opel's final tally of 1,610.

Peugeot had a year of ups and downs; its best sales since 2009 were in June and but interest fell off in July (240) and again in November (249) and December (214). Negative reports about the Peugeot group's financial crisis combined with problems in the Sydney market, where Renault has a better spread of representation, would have contributed to the fall. The spring advertising push from the new team at Sime Darby didn't have much effect against the bigger spending and clearances by the major brands.

As this issue went to press, we learned that the Dominelli family will cease to sell Peugeots at Arncliffe from the end of January, and the Arncliffe and Sutherland workshops will continue as official service units.

The Arncliffe blue box was a landmark site on the highway and had a generous forecourt that could show all the models. But the motorway exit next door meant access was awkward and along back streets; it was on the other side of the hill to the highway auto alley and it was a long haul from the eastern suburbs and Sutherland. Before long, the site was being shared with new Suzuki sales.

Muir's European was working towards Peugeot sales in Haberfield towards the end of the month. Meanwhile, the Peugeot 208, the brand's best-seller in Europe at No 6 in 2013, became its top-selling model in Australia in 2013. Boosted by the launch of the 208 GTi hot hatch version in the third quarter, which had an initial rush, the model achieved 996 new registrations in its first full year.

The 208 outsold by 25 units the Japanese-built 4008 SUV that had been Peugeot's most popular model for most of the year with a 100 per cent rise in sales on the six months it was available in 2012. Paris was not entirely happy with the 4008 – 1,704 units sold in France last year where the 3008 sold 38,427 units – but it has proved of value in Australia with sales of 971 units.

The 208 may not hold its lead because while the 207 has been run out, with a last hurrah of 125 new registrations, its high-riding derivative, the 2008, could cannibalize its sales this year. In its first two months 92 2008s gained plates.

Traditionally, the three series – from 306 to 308 – has been the most popular Pugs in Australia. The 308 led last year with sales of 1,072 units but it is near the end of its model life and has in-house rivals in its crossover sibling 3008 and the popular 4008 and, in 2013 its

sales fell 39 per cent to 656 units.

Automobiles Peugeot is bullish about the new model 308, which is now on sale in Europe, saying it offers a better driving experience than the VW Golf, Europe's best-selling car, and is more attractive and sporty in design, and has more premium features. With looks similar to the 208 styling, it won't be available until March or later.

Interest in Peugeot's other important model, the 508, dropped by a third from 1,085 units in 2012 to 667 last year. The glamorous RCZ continued to sell steadily, with another 157 on the road, half a dozen shy of the 163 in 2012. The arrival of the hot RCZ R in March should see some trade-ins available. Peugeot continues to hold off on its hybrids here, possibly because of their expense and having plenty of other models, while Australia's fleet of hybrid trucks grows steadily.

Australian vehicle sales reached a record 1,136,227 units in 2013 and Toyota took 18.9 per cent of the market, which now has 65 brands. The Toyota Corolla (43,498 sales or 3.8 per cent market share), was the most popular model, followed by the Mazda3 (42,498), HiLux (39,931), Hyundai i30 (39,582) and Holden Commodore (27,766).

The trends were; more small car sales, strong small SUV growth, 5 per cent more business purchases of SUVs and more private purchases of light commercial vehicles, the Federal Chamber of Automotive Industries said. Passenger car sales were down slightly to 49.9 per cent, SUV up to 29.4 per cent and light commercials 18 per cent. The SUVs most in demand were the Mazda CX-5, Hyundai ix36 and RAV4.



Peugeot has chosen tennis star and world number 2, Novak Djokovic, as its international ambassador. With this partnership, Peugeot confirms and strengthens its strategy in the tennis world, in a year that also marks the 30th anniversary of the partnership with Roland Garros, the French Open.

Australian Peugeot Sales

Model	2013 sales	2013 Position	% Gain	2012 sales	2012 Position
208	996	146	212%	319	190
4008	971	148	100%	486	175
508	667	164	-39%	1,085	138
308	656	163	-39%	1,072	140
4007	287	198	-46%	529	171
3008	180	221	-37%	287	198
RCZ	157	229	-4%	163	216
207	125	238	-87%	988	144
Partner	120	240	21%	99	238
5008	111	243	new	0	-
2008	92	256	new	0	-
Expert	51	275	19%	43	264

Source: Matt's Best-selling Cars

Peugeot has released the first official images of the new 308 SW, ahead of its global premiere at the Geneva Motor Show in March. The 308 hatch is scheduled to go on sale locally around March this year, replacing the original 308 model that was launched in early 2008.

Article Forwarded by Noel Addison

PSA Closes Aulnay Plant

Source: www.bloomberg.com 25th October, 2013

A Citroen C3 was the last car to be produced at the plant that once employed 3,300 workers on the outskirts of Paris.

Since Peugeot announced plans to close the 40-year-old factory more than a year ago, output has slowed dramatically due to strikes. The last Citroen C3 produced here was also the 8,568,391st car.

The Aulnay factory shutdown will not be the only one, as European automakers reduce manufacturing capacity in a bid to shore up profits as the region's car sales sink to a two-decade low. Auto plants typically must operate at 80 % of capacity to be profitable. Factories in Europe, including Russia, can make almost 26 million cars a year, roughly 7 million more than they're currently producing. Also, matching capacity with current demand would entail closing 18 European plants the size of Aulnay.

Ford said a year ago it would shut three European plants and cut 5,700 jobs. GM's Opel unit said in December it would close its Bochum plant, which employs 3,100 and Italy's Fiat in 2011 shut its Termini Imerese factory in Sicily.

Peugeot is shutting Aulnay as part of a plan to eliminate about 11,200 jobs in the country by 2015. President Francois Hollande said the closing – the first at a French auto plant in 20 years – was “unacceptable”, but later a report commissioned by his Industry Ministry called it “inevitable.”

The last vehicle produced today remained on the assembly line for about an hour so that employees could take pictures with the last car, said Anne-Laure Descleves, a spokeswoman at the plant.



Article forwarded by Noel Addison

Renault Alpine In Mexico

As I have an Alpine A110 that I imported from Mexico, I thought I would write a little bit about the history of these cars that were produced under license by a company named DINA (Diesel Nacional) located in the industrial area of Vallejo on the outskirts of Mexico City.

It all started back in 1963 with DINA a state owned company that a few years before had broken its contract linking it with Fiat, entered into an agreement with Jean Redele to produce the A110 with the Berlinette, the Cabriolet and the GT4. As the name Alpine had already been registered by another company in Mexico it was decided to combine the names DINA and Alpine to become Dinalpin.

DINA already had a contract with Renault to produce the Dauphine, R4L, R4F, Estafette, R8, R10 and later on the R8s, R12, R12 Break (station wagon) and R12TS.

The 1960 models were powered by the 1100cc engine from the R8 (equivalent to Version 70 in France), and later on the 1970 models were fitted with the 1300cc engine that came from the R8S and R10 models (equivalent to Version 85 in France).

Different engine parts were fitted to make the cars more powerful like the 32/32 Weber carburetor, hotter camshaft, and different ratios for the steering box, and sturdier suspension from the R8-Gordini, among other things.

Production numbers were quite low and also being a very expensive car to buy new (more than a Ford Mustang, a popular car that was bigger and faster compared to the Dinalpin). There were 508 Berlinettes' manufactured from 1965 to 1974; only 138 GT4's manufactured 1965 to 1967 and 1970 to 1973; and a mere 67 Cabriolets manufactured in 1965 to 1967. These cars were advertised and sold alongside the Renaults that were also produced by DINA.

Because French AlpineA110's are expensive, a more wallet friendly option is to export a Dinalpin from Mexico. Dinalpin can be found in countries like Finland, Belgium, Japan, France, United States, New Zealand and Australia. There are still many Dinalpins remaining in Mexico, which are supported by the car club called "Alpine Club Mexico". A Dinalpin Registry has been set up consisting of 92

Berlinettes, 18 GT4's and 16 Cabriolets to date.



(Above: A Dinalpin A110 for sale on eBay in Coahuila, Mexico 7 August, 2011 Source: <http://bringatrailer.com/2011/08/07/little-less-conversation-1966-dinalpin-renault-a110/>)

Article by Colin Fuller

PSA Peugeot Citroën generated a €4.5 billion trade surplus for France in 2013

Reuters: Wed, 12th Feb 2014

Thanks to its solid manufacturing base in France, PSA Peugeot Citroën contributed a positive €4.5 billion to the country's trade balance in 2013. The Group exported 579,000 vehicles from its French plants and imported 262,000, for a trade surplus of 317,000 vehicles.

*New vehicles, CKD units and replacement parts. (*Source: INPI)

Solid manufacturing roots strengthened by the new social contract

The French automobile industry accounts for almost 1 out of 10 jobs in France, either directly or indirectly. With nearly 100,000 employees in its 5 automobile assembly plants and 11 mechanical component facilities and foundries, PSA Peugeot Citroën is France's leading manufacturing employer and the engine that drives the country's automobile industry.

To maintain its robust production base in France, PSA Peugeot Citroën has pledged, through its new social contract, to:

- Produce one million vehicles in France in 2016.
- Launch, as announced, the production of at least one new model in each of its French assembly plants by 2016.
- Invest €1.5 billion in France over the 2014-2016 period.
- Carry out more than 75% of its R&D volume in France by 2016.

Moreover, as France's number one patent filer* for the past six years, PSA Peugeot Citroën remains the leader in innovative automotive technology.

When announcing these figures, Philippe Varin, Chairman of the Managing Board, said: "PSA Peugeot Citroën has been a major force in French industry for 200 years and is part

and parcel of the country's heritage."

"Our roots in France are key to the success of the company, the automobile industry and, more generally, the French economy. Making France more competitive in the international marketplace represents an incredible opportunity for us to work together with the goal of developing our manufacturing expertise."

(Source: <http://www.reuters.com/article/2014/02/12/psa-peugeot-citron-idUSnBw125915a+100+BSW20140212>)

Article Forwarded by Noel Addison

Bon Appétit!

(Here's a recipe that isn't French but Indian and also vegetarian, but very tasty & popular in the Febey household!)

Spiced Basmati Pilaf

From: Best Ever Indian Recipes, Parragon Books Ltd, UK, 2008.

Ingredients

- 1 Cup Basmati** rice
- 1 small head of** broccoli – **separate head from stalk, chop 2 cm florets**
- 3 tblspn** olive oil
- 1 large** onion, **chopped**
- 125 g** button mushrooms, **sliced**
- 2** garlic **cloves**
- ¼ tsp** Cardamom Seeds
- 4 whole** Cloves
- 6** Black peppercorns
- 1 Cinnamon stick** or **¼ to ½ tsp powdered** Cinnamon
- ½ tsp** Turmeric
- 2 ½ cups** **boiling** Vegetable Stock
- ¼ cup** **seedless** Raisins
- 1/3 cup** **unsalted** Pistachios (**pine nuts or flaked almonds**)

METHOD:

- 1 Place rice in strainer and wash under cold running water, drain. Trim off the broccoli stalk and cut into small 1cm pieces, florets into small heads.
- 2 Heat oil in large pan with a lid. Add onions and broccoli stalks and stir over low heat for 3 minutes. Add mushrooms, rice, garlic and spices and cook a further 2-3 minutes or until rice and spices are coated with oil.
- 3 Add boiling stock and stir in broccoli florets and return mixture to the boil. Cover, reduce heat to a low and cook a 15 minutes without uncovering the pan.
- 4 Remove the pan from the heat and let pilaf stand for 5 minutes. Do not uncover. Remove the whole cloves, add raisins and pistachios and gently fork through to fluff up grains.
- 5 Serve and enjoy!



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Also of interest to club members are the French cars you have owned in the past.

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